



## Airworthiness Directive

**AD No.:** 2017-0095

**Issued:** 30 May 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

FOKKER SERVICES B.V.

### Type/Model designation(s):

F28 aeroplanes

**Effective Date:** 13 June 2017

**TCDS Number(s):** EASA.A.037

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2016-0125 dated 21 June 2016.

### ATA 05 – Time Limits / Maintenance Checks – ALS Part 2 – Airworthiness Limitation Items and Safe Life Items – Implementation

#### Manufacturer(s):

Fokker Aircraft B.V.

#### Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

#### Reason:

Fokker Services Engineering Report SE-623 contains the Airworthiness Limitation Items (ALIs) and Safe Life Items (SLIs). This report is Part 2 of the Airworthiness Limitations Section (ALS Part 2) of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 70/100 Maintenance Review Board document.

The complete ALS consists of:

- Part 1 - Report SE-473, Certification Maintenance Requirements (CMRs) – ref. EASA AD 2015-0027,
- Part 2 - Report SE-623, ALIs and SLIs – ref. EASA AD 2016-0125, and
- Part 3 - Report SE-672, Fuel ALIs and CDCCLs – ref. EASA AD 2015-0032.

The instructions contained in those reports have been identified as mandatory actions for continued airworthiness. Failure to accomplish these actions could result in an unsafe condition.



EASA previously issued AD 2016-0125, requiring the actions described in ALS Part 2, Report SE-623 at issue 15 and 16.

Since that AD was issued, Fokker Services published issue 17 of Report SE-623, containing new and/or more restrictive maintenance tasks.

For the reason described above, this AD retains the requirements of AD 2016-0125, which is superseded, and requires implementation of the maintenance actions as specified in ALS Part 2 of the Instructions for Continued Airworthiness, Fokker Services Engineering Report SE-623 at issue 17 (hereafter referred to as 'ALS Part 2' in this AD).

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

#### **Maintenance Tasks:**

- (1) From the effective date of this AD, within the thresholds and intervals (see Note 1 of this AD) as specified in ALS Part 2, accomplish all applicable maintenance tasks described in ALS Part 2.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of ALS Part 2 include specific compliance times for certain tasks.

#### **Corrective Action(s):**

- (2) In case of finding discrepancies (as defined in ALS Part 2) during accomplishment of any task as required by paragraph (1) of this AD, within the applicable compliance time specified in ALS Part 2, accomplish the applicable corrective action(s) in accordance with the approved maintenance documentation. If no compliance time is identified in ALS Part 2, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in ALS Part 2, before next flight, contact Fokker Services for approved instructions and accomplish those instructions accordingly.

#### **Aircraft Maintenance Programme (AMP) Revision:**

- (3) Within 12 months after the effective date of this AD, revise the AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the tasks and associated thresholds and intervals described in ALS Part 2, as applicable to the aeroplane configuration.

#### **Credit:**

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in Fokker Services Engineering Report SE-623 at issue 16, the new and/or more restrictive tasks, as defined in ALS Part 2, must be incorporated into the AMP to comply with paragraph (3) of this AD.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the applicable new and more restrictive tasks, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, ALS Part 2, to comply with paragraph (1) of this AD.



For that AMP, it is acceptable to incorporate the applicable new and more restrictive tasks, as defined in ALS Part 2, into the AMP to comply with paragraph (3) of this AD.

**Recording AD compliance:**

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected Fokker F28 Mark 0070 and Mark 0100 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

Fokker 70/100 Instructions for Continued Airworthiness, ALS Part 2, Fokker Services Engineering Report SE-623 issue 17, release date 26 April 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 27 April 2017 as PAD 17-056 for consultation until 25 May 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, The Netherlands, Telephone +31-88-6280-350, Fax +31-88-6280-111, E-mail: [technicalservices@fokker.com](mailto:technicalservices@fokker.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

